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ESTABLISHED 1857.

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* These Brandy bottled by ourselves are
guaranteed Grown Spirit and of Pot Still
Distillation.

A. S. WATSON & CO.,
LIMITED,
HONGKONG AND CHINA.

BIRTH.

SALT.—On the 28th October, at the Medical
and Surgical Home, Holyhead-road,
Coventry, to Mr. and Mrs. A. E. W.
SALT (formerly of Hongkong), a
daughter (still-born).

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the
news-column should be addressed to THE
EDITOR.
Correspondents must forward their
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The Daily Press.
HONGKONG, NOVEMBER 30TH, 1914.

A recent correspondence between the
Shanghai Municipal Council and His
Majesty's Minister reveals another of the
many aspects of the anti-opium campaign.
A question was asked, some time ago, in
the House of Commons, for the purpose
of imparting the information that the
number of opium licences issued in
Shanghai has been progressively increas-
ing during the last four years. In view
of the peculiar governmental system of
the International Settlement in that port,
this fact would inevitably arouse much
hostile comment, and it is not surprising
to find that all the forces that were used
to such effect in preventing Great Britain
reaping any benefit that was possible
under the 1911 Agreement are now being
concentrated on the final task of crushing,
or in any case hampering as much as
possible, the trade in the one place where
it is now legally carried on. (It may be
remarked in passing that General CHANG,
of the National Opium Prohibition Union
of China, would certainly find many
places in the interior of Kwangtung that
are in far more need of his attention than
is the "Model Settlement.") The
attitude of the Shanghai Municipal
Council towards the anti-opium campaign

was defined four years ago: its constitu-
tion gives it no power to require
individual smokers to take out licences,
while the introduction into the Settlement
of a Chinese office for that purpose would
have involved a grave breach in the
extraterritorial privileges of foreign
settlements; it was therefore decided that
the only practicable way of controlling
and restricting the sale of the drug was
by licensing a fixed number of establish-
ments for its sale, this number being
reduced annually *pari passu* with the
diminution of the production in China,
the licence fee being simultaneously raised
on a drastic scale, so that the sale of opium
in the Settlement would in the course of
a few years be extinguished. This pro-
cedure pre-supposed, however, that there
would be a regular importation and
distribution of the article on a diminish-
ing scale, but the prohibition campaign
and the embargo on foreign opium that
distinguished the first year of the Republic
have totally changed the situation. So
long as opium could be imported and
distributed in accordance with the 1911
Agreement, Shanghai played a double
part—it was a consumer as well as a
middleman. With the high-handed action
of the various Chinese authorities in 1912,
which finally resulted in closing China to
the open importation of Indian opium,
the latter *role* was no longer open to
Shanghai; chests which were destined for
the interior were not able to get beyond
the Settlement, and the problem now at
issue is that of working off this accumu-
lated stock. There are now, we believe,
some 9,000 odd chests still remaining in
Shanghai; at the present rate of consump-
tion, these will be finished in 2½ years,
after which the trade in Shanghai will be
at an end. Whether there are 1,000
licensed divans in the Settlement or only
100 makes no essential difference from the
point of view of opium prohibition—there
are 9,000 chests that have, through China's
illegal action, accumulated in Shanghai
and have now to be worked off, and once
these are finished, with the influx absolute-
ly (save smuggling) at an end, there can
perform be no more smoking, licences,
or divans. If anything, the increased
number of licensed dens should be an
advantage to the prohibitionists, for if
they facilitate the sale of the drug, it
means that the limited supply will be the
sooner exhausted. Facts scarcely bear out
this argument, however, for, in spite of
the greater number of divans, the amount
cleared at the Shanghai Custom-House
was 301 chests in September last, as
against 589 chests in September, 1913.
There would not appear, then, to be any
ground for asserting that the increase in
the number of divans has affected the
consumption of the drug one way or the
other; what it has done is to encourage
competition and prevent the reaping of
extortionate profits by the favoured few.
The other side of the question is that the
Shanghai Municipal Council is deriving
a greatly increased revenue where the
British Government has sacrificed some
£11,000,000; the whole business is really
one of appearances only—"face pigdin,"
as John Chinaman would say—but
appearances are important considerations
in China, and the Shanghai Municipal
Council will probably find it wiser event-
ually to revert, for the short period of
2½ years now remaining, to its original
programme of a progressive reduction in
the number of divan licences issued.

To-day is St. Andrew's Day. Under
the auspices of the St. Andrew's Society
a Concert takes place at the Theatre
to-night instead of the customary ball.
The total output of the Kailan Mining
Administration mines for the week
ending 14th November amounted to
51,144.55 tons and the sales during the
period to 4,313.60 tons.

Weekly health return shows that
there were only three cases of infectious
disease during the past week, two of
enteric fever and one of small-pox. The
patients were Chinese in each case.

We notice that the Rev. W. A. Foster
Pegg, Army Chaplain, is among those who
have been "mentioned in despatches"
for services in the field. Another name
in the list known to Hongkong is that of
Lieut.-Col. F. P. S. Taylor, who was a
few years ago the officer commanding the
Army Service Corps in Hongkong.

THE COLONY'S FINANCE.

The Gazette contains the following
financial statement of the Colony for the
month of September:—
REVENUE AND EXPENDITURE.
Balance of assets and liabilities
on 31st August, \$3,344,337.34
Revenue from 1st to 30th
September, 1914 794,314.43
84,139,651.89
Expenditure from 1st to 30th
September, 1914 750,238.00
Balance \$3,388,393.82

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE RUSSIAN OPERATIONS.

IN FULL PURSUIT OF THE ENEMY.

LONDON, November 28th.
11.45 a.m.

A despatch from the Russian Commander-in-Chief says that on the
left bank of the Vistula the Russian troops have reached Combin. In the
centre the Russians have captured Brzeziny, and villages were taken at the
point of the bayonet. Between Brzeziny and Glogow the Russian cavalry
made successful charges against the enemy's infantry which were in retreat,
capturing many guns, some with teams complete. The number of prisoners
taken is not exactly known. Among the enemy troops thrown back from
Ragow and Tushin were the 3rd Guard Division.

In the direction of Lodz the enemy are holding trenches.

To sum up, on the whole front between the Vistula and the Warta
the battle was favourable to the Russian arms.

On the front from Czeszow to Cracow the Russian successes
have assumed a marked importance. Yesterday the Russians took more
than 4,000 prisoners. In the region of the lower Szreniawa a whole battalion
of the 31st Honved Regiment surrendered.

The Russians captured a strong position on the left bank of the
Raba after crossing the river. The Russians also stormed Bochnia after a
desperate resistance by the Austrians, capturing 2,000 prisoners, ten guns,
and many machine-guns.

On the right bank of the Vistula the enemy are in disorderly
retreat, and are being vigorously pursued in the region of Cracow.

The Russian morale, after 45 days' almost continuous fighting, is
of the highest order.

Trustworthy reports show that the Austrians have fixed wireless
telegraphic apparatus and mounted anti-aircraft guns on the Cathedral
at Cracow.

A DECISIVE RESULT OVER THE AUSTRIANS.

7.25 p.m.

A Petrograd communiqué says:—

The battle of Lodz continues. We are progressing in certain
districts.

Our troops on the Proschowice-Brzeskoste-Bochnia-Vienisch
front obtained a decisive result, and routed the Austrians on the 26th inst.,
taking over 7,000 prisoners, thirty guns, and over twenty quick-firers.

We broke into Brzeskoste, and captured the remainder of the 31st
Honved, with the Commandant, and twenty officers of the General Staff.
We are energetically pursuing the enemy.

RUSSIAN GENERAL STAFF'S WARNING.

LONDON, November 28th.
6.50 a.m.

A telegram from St. Petersburg says that the General Staff has
issued a warning that reports concerning the extent of the Russian victory
in Poland not founded on facts should be received with reserve, but states
that undoubtedly the German plan to smash the Russian front on the left
bank of the Vistula and surround part of the Russian Army had completely
failed, and that in their retirement the Germans suffered immense losses.
Nevertheless, the enemy were maintaining an obstinate resistance, and it
was impossible to regard the operation as ended. It was necessary,
therefore, to await the revelation of definite results in firm confidence. The
Russian troops were determined to break the enemy's resistance once and
for all.

THE STRUGGLE IN FRANCE AND
BELGIUM.

[Continued from page 6.]

LONDON, November 28th.
5 p.m.

To-day's Paris communiqué says:—

Artillery actions in Belgium continued yesterday without any
particular incident. The German heavy artillery showed less activity and
there was only one infantry attack, south of Ypres, which was repulsed.

Our artillery brought down an enemy's biplane.

Our artillery in Arras. Things are very quiet on the Aisne.

There is no change in the Champagne. The enemy's
artillery.

There is nothing to report in Alsace and the Vosges.

[Havas Telegram.]

PARIS STOCK EXCHANGE TO RE-OPEN.

Paris, November 27th.

The Minister of Finance has fixed December 7th for the re-opening
of the Paris Stock Exchange, for cash transactions only.

[FRENCH FOREIGN OFFICE CABLE.]

MORE GERMAN FICTION.

A MOROCCO CONCOCTION EXPLAINED.

PARIS, November 28th.

Contrary to the assertions of the German telegraphic agencies, no
religious Mohammedan movement has taken place in Morocco. There
was an incident at Kenifra, but it had no religious character. On the
13th November a French column, which had taken by surprise and burnt at
Kenifra several camps of Moroccan rebel tribes, was, on its way back,
attacked by numerous Berber contingents which tried to surround it,
but they were hurled back and beaten by re-inforcements brought by
General Henry and Colonel Duplessis. These fresh troops comprised
seven Battalions of Infantry, five batteries of Artillery, and four Squad-
rons of Cavalry. The loss of the rebel tribes was enormous.

Certain German Telegraphic Agencies pretended also that the
Jewish Turks residing in France had been banished, and that a popular
demonstration in favour of peace had been held in Paris. All this is
entirely wrong.

[OFFICIAL TELEGRAMS FROM THE BRITISH FOREIGN OFFICE.]

NATIVE APPEAL TO ARAB CHIEFS.

LONDON, November 27th.

Abduli Sultan has spontaneously issued to all the Arab Chiefs
in the Aden Hinterland a statement in which he says that after a friend-
ship existing for 70 years with Great Britain he calls on all of them to
maintain their allegiance and render every assistance in their power to
Great Britain, who has undertaken this war to protect small States from
aggression. The statement concludes with an appeal for Red Cross
Funds.

EFFECTS OF THE WAR ON SHIPPING.

The Board of Trade has issued a statement concerning the effects
of the war on British and German shipping, which shows that 97 per
cent. of British shipping is still plying, only 2.9 per cent. being
unavailable, compared with 88.3 per cent. of German shipping
unavailable, and 10.7 still plying or unaccounted for. Only ten
German ships are known to be at sea, and the bulk of the German ships
not accounted for is trawlers and small coasting vessels.

THE OPERATIONS IN SOUTH AFRICA.

In South Africa Colonel Van der Venters has captured a further
60 rebels in the North Free State.

Loyal troops have effectively employed armoured trains against
rebels in the Transvaal.

MYSTERY OF A NORWEGIAN TRAWLER.

LONDON, November 28th.

A tremendous sensation was caused at Fleetwood when a
Norwegian trawler was brought into port under a Naval escort.

AUSTRALIAN WOOL TO BE EXPORTED TO CANADA AND
JAPAN.

LONDON, November 28th.

A telegram from Melbourne says that it has been decided to permit
the export of wool to Canada and Japan.

HONGKONG CHESS CLUB.

The annual general meeting of the
above Club was held at the City Hall
Library, on Thursday, the 28th Novem-
ber, when the Hon. Mr. H. E. Pollock,
K.C., the President of the Club, took the
Chair.

There were present:—Mr. D. E. de
Carvalho (Hon. Secretary), Mr. F. E. de
Carvalho, Mr. A. J. C. de Silva, Mr.
M. J. Danenberg (Hon. Treasurer), Mr.
R. A. Dastur, Dr. Ishak, Mr. A. F. B.
Silva Netto, Mr. P. A. Rosario, Mr. C.
A. S. Russ, and Dr. J. H. Sanders.

The Hon. Treasurer, Mr. Danenberg,
presented a statement of accounts for the
preceding year showing that a balance
of \$135.14 was being brought down as
against \$171.14 brought down from the
previous year, and the Chairman, after
briefly alluding to the matches during
the previous year, moved that the
accounts be adopted. This was duly
seconded and carried.

In the course of discussion of a pro-
gramme for the ensuing season it was
resolved that a championship medal
should be obtained to be competed for in
a single game match, every Thursday,
the challenger, if more than one, to be
drawn by lot, and, if defeated, not to be
allowed to challenge again till after the
expiration of a calendar month, and that
the President should be the first holder
of the championship medal.

It was also resolved to carry forward
from the previous year the vote for a
prize for a challenge which for a com-
petition between the different educational
institutions of the Colony amongst them-
selves, which prize was not competed
for last year.

In connection with the Inter-club
Challenge Shield, presented by the Presi-
dent and now held by the Club Lusitano,
it was resolved that, if it was found
impracticable for an Army team to again
compete this year, a combined Naval and
Military team of five should be formed,
if possible, and also that the Hongkong
University should be invited to send in
a team of five, to be selected from the
staff and students.

It was then proposed and carried that
the following be elected the Committee for
the ensuing year, namely, the Hon. Mr.
H. E. Pollock, K.C., President, Mr.
C. A. S. Russ, Hon. Treasurer, Mr. D. E.
de Carvalho, Hon. Secretary, together
with Mr. H. M. Basto and Mr. F. A.
Rosario, and the Hon. Treasurer was
instructed to collect, in addition to this

year's subscription, all of last year's
subscriptions which were still unpaid.
A vote of thanks to the Chairman, pro-
posed by Mr. A. F. B. Silva Netto,
concluded the proceedings.

THE FRENCH PRIZES.

The Gazette contains the following
notification which was inserted in the
London Gazette of the 29th of September
indicating the procedure to be taken by
persons having any interest in cargoes
other than enemy cargoes laden on enemy
ships captured and taken into French
ports, is published for general informa-
tion:—

VESSELS DETAINED OR CAPTURED BY THE
FRENCH NAVAL AUTHORITIES.

With reference to the notices which
appeared in the Supplementary London
Gazette of the 32nd instant and the
London Gazette of the 22nd instant on
this subject, His Majesty's Government
have now received from the French
Ambassador a copy of a notification
which was published in the Journal
Officiel of the 10th instant, and of which
the following is a translation:—

"All persons having any interest in
cargoes other than enemy cargoes laden
on enemy ships captured and brought
into French ports, and requiring a
release of such cargoes or requiring
cargoes, should make inquiries of the
'Préfet Maritime' of the district in
which the ship is detained.

"The 'Préfet Maritime' will, through
the intermediary of the 'Commissaire
Chef du Service de la Solde' or his
representative, require proof of owner-
ship and particulars as to freight,
whether paid or unpaid.

"In cases where the title of the
subjects or citizens of the allied or
neutral States is clear and established
without doubt to the satisfaction of the
'Préfet Maritime,' such cargoes or
portions of cargoes will be released with
as little delay as possible, provided that
no question of contraband arises, and
subject to the adjustment of any matters
relating to freight or other charges fall-
ing on the cargo. In doubtful cases
recourse to the ordinary Prize Court
procedure will be necessary."

With regard to cases which come before
the French Prize Court established at
Bordeaux (21, Rue Vauban), the French
Ambassador states that the interested
parties should present their claims to
the Court through the intermediary of
an Advocate of the Council of State."

TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

YELLOW RIVER CONSERVANCY.

PEKING, November 27th.

The President has sanctioned an appropriation of \$3,000,000 for the conservancy of the Yellow River.

[THROUGH REUTER'S AGENCY.]

OBITUARY.

LONDON, November 29th.

The death is announced of the Marquis Visconti Venosta.

THE VOYAGES OF THE "HANAMETAL."

PRIZE COURT PROCEEDINGS.

EVIDENCE OF THE COMMANDER OF H.M.S. "TRIUMPH."

The case was resumed on Saturday of the str. *Hanametal*, J. T. Hannig, Master, which was captured by H.M.S. *Triumph*, and conveyed from Wei-hai-wei to Hongkong by the Duc de Montpensier's yacht *McKong*, before the Prize Court Judge (Mr. H. H. J. Gompertz), sitting in Prize. There were two claims for the vessel: one by the owner, William Katz, who claims to be an American subject, and another by the Yangtze Insurance Company, the mortgagee.

Mr. Eldon Potter, instructed by Mr. Shenton (of Messrs. Deacon, Looker, Deacon & Harston), represented the claimants, and the Attorney-General (Hon. Mr. J. H. Kemp) appeared on behalf of the Crown.

His Lordship said he had requested Captain Fitzmaurice to give evidence because there were one or two matters which arose on his affidavit which he thought would be clearer if Captain Fitzmaurice gave evidence, and one or two matters which he would like elucidated with regard to the evidence of the German master.

Captain Fitzmaurice was shown a rough diagram of the ship's positions drawn by Captain Hannig and agreed that it was correct, but said it did not represent the positions of the vessels when the *Hanametal* was first sighted, as stated by the Master, but the positions some time later. When German colours were hoisted the *Triumph* was probably two miles away, five miles nearer than when she was first sighted. Captain Hannig must undoubtedly have seen the German colours.

Asked by his Lordship whether he thought it possible for a German naval reserve officer who had been several years on this station to mistake the *Triumph* for a German ship, Captain Fitzmaurice replied: "I think that is not possible; he was delighted to see a friendly flag and went towards it like a needle to a magnet."

Cross-examined by Mr. Potter, witness said he could not agree to the converse—that Captain Hannig might not have mistaken the *Triumph*. He thought the wish was father to the thought in this case. The position he took was that Captain Hannig positively mistook the *Triumph* for a friendly ship, possibly for the *Scharnhorst* or *Gneisenau*. He agreed that there were differences between the *Triumph* and *Scharnhorst* or *Gneisenau* which might strike a layman. The *Olio* was acting under his orders when she stopped the *Hanametal*, for she gave the ship's position so that the *Triumph* could complete the *Olio*'s preliminary examination.

His Lordship reserved his decision, and intimated that he wished to consult Counsel in Chambers regarding the appointment of an assessor to advise him on several technical points in the evidence.

ADVENT SERVICES AT ST. JOHN'S CATHEDRAL.

The list of Advent Services at St. John's Cathedral includes Prayers for the War daily at 10.15 a.m. except on Thursdays, when the service will be in the Peak Church at 10.15 a.m.

On Wednesdays at 5.30 p.m., Special Intercessions for the War and Hymns with an address by the following:—December 2nd, the Chaplain; December 9th, the Lord Bishop; December 16th, the Archdeacon of Hongkong; December 23rd, Rev. N. C. Pope. On Thursdays Holy Communion, with special intention for the War, at 7.30 a.m.

The following letter from the Bishop of the Diocese is being circulated:—

November 28th, 1914.

My dear Friends,

The services at this season afford a special opportunity for instruction on some aspects of the important truths that our Lord came in great humility to redeem mankind and that He is coming again with glory to judge both the quick and the dead. They may also help us to fulfil the ministry of priestly intercession which devolves upon all Christian people. Never was the call to prayer more urgent. This terrible war in Europe which saddens all our hearts is no doubt a necessary scourge for the so-called Christian nations and doubtless in the inscrutable wisdom of God it has its part in preparing the way for the second Advent of Christ.

Our Lord warned us to expect wars and distress of nations with perplexity and He added: "When these things begin to come to pass look up."—Luke xxi. 28. We will do so in prayer and supplication and while all the services of our Church afford opportunity for such intercession I desire to specially commend the daily service of intercession in time of war.

By prayer we can strengthen our own faith in the ultimate triumph of righteousness, we can, in ways we do not understand, comfort the mourners, the anxious and the afflicted, we can help our brave soldiers and sailors and other defenders of our cause and we can hasten the coming of the reign of the Prince of Peace.

Yours very faithfully,
G. H. VICTORIA.

ALLEGED ILLEGAL POSSESSION OF OPIUM.

SUBSTITUTED FOR ASBESTOS IN BAYES.

At the Magistracy on Saturday, before Mr. F. A. Hazeland, Ramon Ramos was charged with being in possession of 3,450 taels of prepared opium, and with importing the same into the Colony.

Mr. Eldon Potter, instructed by Mr. Gardiner, appeared for the defendant, who pleaded not guilty.

Mr. Potter, in asking for reasonable bail which, he said, the defendant would be able to meet, stated that defendant was the owner of a lot of property in the Colony and was the proprietor of two theatres—the Victoria Theatre and the Empire Cinematograph. Mr. Potter did not think there was any likelihood of the defendant not appearing to answer the charge, and he asked his Worship to fix such a reasonable bail as would enable the defendant to put it up and at the same time ensure attendance in Court.

His Worship—If he is convicted the fine would be something huge.

Mr. Potter—\$350,000; but I don't think it could be suggested that the bail should be equal to the penalty.

His Worship (to Revenue Officer Wilden)—Do you know anything about his being the owner of two theatres?

Inspector Wilden—I understand that he is the proprietor of the Victoria Theatre. The value of the opium is \$31,400.

His Worship—What do you suggest is a safe amount?

Inspector Wilden—\$20,000, your Worship.

Mr. Potter said that he was going to suggest \$5,000.

His Worship—The defendant is charged with being in the possession of this opium. I don't know as to the cogency of the evidence.

Mr. Potter—Might I make the liberal suggestion of \$10,000? In the case of a defendant such as Mr. Ramos it is extremely unlikely he will disappear.

His Worship—I don't know; I don't know him.

Mr. Potter—You can take it from me as Counsel that the defendant is the proprietor of these theatres. He has property in the Colony and it is unlikely that he would disappear.

His Worship—Does he own them himself?

Mr. Potter—I understand that he holds the licences from the Spanish Procurator and that he sublets them to Chinese. He is the leaseholder of the property and sublets to Chinese for large amounts.

His Worship—He is simply the lessee.

Mr. Potter—The leases are very valuable, and he gets a large rental for them. If he did not appear in answer to the charge the property would be confiscated.

In answer to his Worship, Revenue Officer Wilden said the defendant was arrested after he had taken delivery of furniture and two cases containing iron safes from Macao. He (the officer) opened the two cases containing the iron safes and had practically to smash them to pieces. The asbestos in the safes had been taken out and opium put in its place.

Mr. Potter said that there was a complete answer to the charge, but he had only just received instructions and was not well acquainted with the details. Defendant was a man of substance and it was extremely unlikely that, if a reasonable bail was fixed, he would not appear. The property was very big and by not appearing to answer the charge he would place it in danger. The man would stop because, supposing he was convicted and his Worship inflicted the maximum fine, in default he could go to prison without paying anything, and if he were to disappear from the Colony he would lose his property. If he did not appear the Crown could take proper proceedings and the man would be ruined.

His Worship fixed the bail at \$20,000 and said that if defendant brought forward reasonable securities that would be sufficient.

Bail was forthcoming.

The case was fixed for hearing next Friday at 2.15 p.m.

GENERAL KELLY'S SON WOUNDED.

Captain E. H. Kelly, R.E., son of His Excellency The General Officer Commanding, was wounded on the 24th November in Belgium. The degree of the wound was not stated.

APPOINTMENTS.

The Gazette contains the following appointments:—

Mr. C. A. D. Melbourne to act as Registrar of the Supreme Court, Registrar of Companies, Official Administrator and Official Trustee, during the absence on leave of Mr. H. A. Nibbet, or until further notice.

Mr. J. D. Lloyd to act as Deputy Registrar and Accountant, Supreme Court, during absence on leave of Mr. J. W. Lee Jones, or until further notice.

In consequence of the return from leave of Mr. Thomas Neave, Surveyor of Boilers of unlicensed steamships under 60 tons, the appointment made by Government Notification No. 96 of the 20th March, 1914, is cancelled.

THE "TRIUMPH" BEFORE TSINGTAU.

SOME INCIDENTS DURING THE BOMBARDMENT.

A week or two before Japan declared her intention, in company with the British, to wrest Tsingtau from the grip of the Teuton, the general public of Hongkong casually noticed that in the course of one night the *Triumph* changed from gleaming white to a dull grey. The transformation made the big war vessel look most mysterious, and it was only the presence of her cranes which gave any real indication to the land folk that the battleship was really the "old *Triumph*." Then one morning it was found that she had disappeared quietly in the night, the siege of Tsingtau became a fact, and we in Hongkong realised in a vague sort of way that the *Triumph* was taking a most active part in the naval operations. Tsingtau fell, and shortly afterwards the *Triumph* quietly returned to the harbour, apparently all intact. There was nothing about her general appearance which gave the slightest indication to the land eye of the many experiences which came her way during the active few weeks spent in the vicinity of the Tsingtau forts. However, it may be taken for granted that had anyone, excepting a navy man, been aboard the *Triumph* with the express object of recording incidents from the night before bombardment commenced until the white flag fluttered over Tsingtau, his time would have been busily occupied. No one was allowed to do so, but it has been possible, since the return of the ship, to listen to the recounting of incidents which happened to appeal to the crew, and to form a fairly accurate impression of how things went with the *Triumph*.

No one can surely be less imaginative in an environment charged with all the essential which go to make seafaring reading than an A.B. At least, that is the opinion formed by a *Daily Press* representative after several conversations with sailors and marines who took part, from the decks of the *Triumph*, in the reduction of the Tsingtau forts and other defences. An oft-repeated query was, "Well, what were your feelings when such and such a thing happened?" The A.B. would look blankly, apparently thinking elusively for a while, and then reply, "Feelings? Had none. Had no time for 'em. We was all busy."

Yes; but when the ship was struck, you had some sort of feeling then?"

"Well, perhaps. We hoped it wasn't too bad, you know." It was obvious that the A.B. looked upon active service—quite rightly too—as the full development of all that he had been taught. It was his chance at last to show what training had done for him, and he was so intent upon the task, though it was one in which his very life was involved, that he had no time for thoughts of the nature which poets admire. To put it in real naval idiom, he "had to look after his own job along with No. 1, and that gave me no chance to think; but we was all agog, mind you."

To a "land-lubber," it may sound an absurd paradox to state that the most trying time experienced by the *Triumph*'s crew was when she was not fighting. But our representative was assured by one who occupied a "control" during the siege that this was so. "The waiting," he was informed, "got on our chaps' nerves. The waiting and inactivity made them all sort of restless and nervy, and the night watches almost took it clean out of some of the men. They knew that there would have to be some fighting soon, the *Triumph* left Hongkong with that knowledge, and we were all as keen as mustard; but if we had had to wait much longer we should have all gone bally. You should have been aboard the evening it was announced we were to commence the bombardment of one of the forts at daybreak the next morning. The men became alert at once, raised a cheer, and there were stumpy concerts all over the ship. Everyone wanted to sing, and to judge by the noise at times they all did sing; the change in the condition of the men when the announcement for action was made was remarkable."

You can sympathise with your fellows in the North Sea then?"

"You bet we can; that waiting and watching must be fearful—you ought to have some and then you would be able to savvy what I cannot explain."

Because all the men were busy and keen on their own particular piece of work in the general scheme of destruction during the next week or so, little can be gathered as to the actual fighting—and seeing that the *Triumph* was only struck once and sustained so few casualties, and that A.B.'s will not develop an aptitude for collecting incidents, it is impossible to give any idea of all the happenings in the course of the bombardment. One of the crew who was stationed in a control, however, was able to convey a fairly good idea of the manner in which the 10-inch guns of the *Triumph* became so persistent and accurate in their work that the Germans made it obvious that one of their principal schemes was to destroy the ship—and by a fluke only did the *Triumph* escape what happened to the *Takachio*, which was sunk by the German T.B.D. S. 90. The fact that the *Triumph* was struck by a shell was the real cause why she was not stationed where the *Takachio* was on the night the S. 90 sunk her; and there is not much doubt that the mission of the S. 90 on that particular evening was to destroy the *Triumph*. The *Triumph* was listed in order to give her guns a better opportunity, and though certain forces concentrated upon her she escaped until the one shell mentioned struck the secondary control, due chiefly to the fact that at this particular time she was standing still. Unfortunately, an A.F. was killed instantly by this shell, and a Sergeant of Marines along with another member of the crew were also badly wounded by splinters. The *Triumph* was also badly damaged, but despite this fact the *Triumph* went to her allotted post in the evening; the sea became rough, and the *Triumph* was ordered to smother water for repairs. Then the *Takachio*

steamed into the *Triumph*'s place, to be sunk with almost all the crew during the night. When recounting this incident, the man in the control became really thoughtful for the first time. It was a lucky escape that, he remarked, and then quickly added, as if keen to change the subject, "but you should have seen the way in which the Japs put up a new mast on our boat. It was done in no time—they are very smart chaps, those."

Speaking of the valuable fire-directing work of the Japanese aeroplanes, our informant had further praise for his gallant allies. "Do you know," he said, "that within 45 seconds of the firing of one of our 10-inchers we had the result of it back aboard? They had some wireless affair ashore which took messages from the aeroplanes, and then they were sent to us—'hit 'right', 'high' and 'low', just as if we were at target practice; and our gun made good use of the information, I can tell you."

"What damage did it do?"

"Well, we never got near enough to see. What do you think, we never saw Tsingtau, only in the distance, and then it was only the tops of the forts."

A marine gave an instance of the Japs on land, when asked what kind of fighters they were. The marine formed one of a landing party in connection with transport work and this is the incident which he related. "An officer and ten men were ordered to go to a certain point for something or other a few miles away. On the way they ran into some Germans, and all but one man of the 11 were put out of action. The remaining one escaped this and continued to carry out the order himself, but he was also wounded later on, and had to give it up. If they are all like that there's not much wrong with them," he added.

Though the facts given above are necessarily terse, they go to show that the *Triumph*, though not seriously engaged, gave a remarkably good account of herself, and also experienced a most lucky escape from a fate similar to that which befell the *Takachio*. Her 10-inch guns were a most important factor in the destruction of Tsingtau's defences, and they were handled with so great an accuracy that the Germans frequently concentrated their fire upon her—with a surprising lack of marksmanship. The damaged mast and the casualties mentioned were the sole results of the bombardment, and the crew are, quite excusably, very proud of their work and have become remarkably attached to the "old *Triumph*."

£40,000,000 IN GOLD.

DUE TO GREAT BRITAIN BY UNITED STATES.

SIR G. PAISH'S MISSION.

NEW YORK, October 23rd.

In an article which I happen to know reflects the views held by the leading financial authorities of this country, the *New York Times* discusses the visit of Sir George Paish to Washington, and the natural anxiety of Great Britain to receive payment in gold of the £40,000,000 which, according to him, is the approximate amount now due to her from this country.

In published interviews Sir George Paish has indicated that the vast order which Great Britain is placing, and in the near future will place, in this country must naturally have the effect in the course of a short time of creating a balance of trade between the two countries decidedly favourable to the United States. But these prospects do not mitigate the difficulties that America is experiencing in immediately meeting her obligations to Great Britain in cash. These difficulties the *New York Times* points out without mentioning the fear expressed in quarters most friendly to the Allies that any undue insistence on gold payments will furnish a weapon to their enemies by enabling them to argue that the distress and lack of employment in this country are directly attributable to Great Britain.

REAL NEUTRALITY.

The sentiment of America has been frequently emphasised as overwhelmingly on the side of the Allies. It was humorously, but none the less effectively, reflected in a statement made the other evening by a prominent American in the words, "I'm absolutely neutral. I'm so neutral that I don't care which of the Allies smashes the Kaiser."

In constantly growing numbers and with increasing frankness Americans may be found advocating the view that if Great Britain should get into serious difficulties this country in its own interests would be obliged to come to her assistance. But recognition of the war has not changed the fact that it involves this country in great distress and financial embarrassment.

As the *New York Times* put it, referring in the friendliest way to the seizure of the *Brindilla* (the German oil tank steamer seized while flying the American flag):—

"If Great Britain will permit us to send our ships, unhindered by her patrolling cruisers, laden with grain supplies of all kinds to Germany and Austria, we can transfer to her demand the gold obligations upon those countries which will take care of our adverse balance in London."

"This, of course, is impossible, but the condition which makes it impossible for Great Britain to refrain from interfering with our commerce is the condition which has deprived us of so very great a part of our export trade, and makes it impossible to furnish her all the gold she would be glad to get."

"We are making ready to meet the British demand at the earliest possible moment, and progress is being made. Unduly to hasten the process by forcing us to resort to extreme and perilous measures would invite a disaster here which would make not only ourselves, but England, worse off. In pressing for gold payments England is thinking of her own needs. They are great and urgent, but we must think of our own safety."

The comments of the majority of the newspapers on the problems arising out of the seizure of the *Brindilla* are quite reasonable.—*Daily Mail*.

LOCAL SPORT.

ASSOCIATION FOOTBALL.

PICK OF HONGKONG V. SOUTH WALES BORDERERS.

Organised by the Hongkong Football Association for the purpose of augmenting the Prince of Wales Fund, the match between an eleven selected from the best Soccer players in the Colony and the Regimental team of the South Wales Borderers on the ground of the Hongkong F.C. on Saturday was in every way a notable success. The exhibition itself was surprisingly good, in view of the scratch nature of the teams. The Borderers have only played four games in four years as a Regimental team, while the pick of the bunch in Hongkong brought together men from various teams who had never played together before, and had the game been of a scrappy and disjointed nature no expectations would have been grievously disappointed. As it happened, however, both teams worked in splendid harmony, with the result that some really good play was witnessed by the large number of spectators. The Hongkong eleven was the better combination by far, and held the territorial advantage almost throughout, but were unable to achieve a score, the game ending in a goalless draw.

The Borderers' front rank claimed the attention of the spectators at the outset, and the somewhat unsteady attitude of the opposing defence almost let them through in the first few minutes. The Hongkong defenders quickly got into their game, however, and with the transference of operations to the other goal some really pretty work by the Hongkong forwards placed the Borderers' custodian in difficulties. The goalie, however, always happened to be on the right spot, and negotiated several wonderfully well-directed shots in masterly fashion. Indeed, it was he who saved the game for the Welshmen. He had ten times as many shots to deal with as his forwards, but with the exercise of that golden gift of a born goalie, intelligent anticipation, he always cleared his lines. Indulging in no dainty pattern-weaving tactics, but adopting the thrustful, straight-through methods usually associated with Military combinations, the Borderers' quintette worried the home defence considerably, but any stray shot that came to Swan was effectively handled by that keeper. An especially good attempt by the leader of the forwards created enthusiasm among the considerable number of Borderers around the ropes who were on very good terms with themselves at the interval with the score-sheet still to be brought into service.

The second half was practically a repetition of the first. Both sides displayed alternate cleverness and weakness, and while there were a number of hard drives at both goals, there were also not a few chances thrown away. For a long time the Hongkong men attacked incessantly, but they were opposed by a dogged, hard-working defence, whose last line could not be penetrated. Very little of the whistle was heard, and the sportsman-like methods of all the players rendered the task of Mr. J. E. Eager, an agreeable one. Towards the end both elevens worked with unflagging determination to get a decider, but neither side could realise its ambition, and both sets of forwards must have been somewhat disappointed when the final whistle came with their untiring efforts still uncrowned with the desired success.

While the Hongkong side was undoubtedly the better, the greater credit is due to the Borderers, who, playing on a strange ground, in boots and gear that had been borrowed, and with practically everything against them, gave a rattling good exhibition of plucky football.

GREEN AND WHITE.

RUGBY.

CLUB WIN EASILY AGAINST S.W.R.

In a game which was almost confined to the forwards, and therefore lacking in interest for the spectators, the Club defeated the S.W.R. team in a surprisingly easy manner at Happy Valley on Saturday. At first the Borderers' forwards seemed to be quite capable of holding the Club tight, but after Watson ran over with the Club's first try the soldiers cracked up badly, and their play, with the one exception when they had five minutes of revived energy during which a try was scored, became extremely ragged. So much so that the Club should have led by more than two tries at the interval, Wilson scoring just before half-time. Woodhead failed in both the kicks.

Within a few minutes of resuming Kempthorne scored for the Club in such a favourable position that Woodhead had no difficulty with the kick. This was followed by a real war-like rally on the part of the Borderers, and following an exhilarating sweeping movement by the whole of the forwards Corporal Miller ran over wide out, the kick falling short. The effort was evidently the last gasp by the military, for this solitary try was followed by a procession of points from the Club. First Watson got over with an unconverted try, then Ralston secured a try and also added the full quota of points, and in the last minute Rouse scored and Watson converted.

The win of 3 goals a tries (24 points) to one try (3 points) was more than deserved, for during the greater part of the game one or other of the backs had to drop to the rear and take the place of Clifton at full back, his having sustained a damaged knee which rendered him useless. All the Club forwards worked hard, Woodhead, Ralston and Kennedy frequently heading good rushing movements. However, the ball rarely came out clearly, and thus passing rarely developed to the extent of the whole back division. A Rugby player would have seen much that was good in the struggle among the forwards, and for real healthy hustle the game was an ideal one.

SERUM HUNT.

The sum collected on the ground in aid of the Prince of Wales Fund amounted to \$254.

CRICKET.

KOWLOON C.C. V. H.K.C.C.

This match between Kowloon C.C. and H.K.C.C. was played on H.K.C.C. ground on Saturday. Scores:—

KOWLOON C.C.

F. Sutton, b. Donnelly	13
Lieut. Gray, c. Donnelly, b. Stokes	5
Lieut. Munn, b. Anderson	7
Major Robertson, b. Anderson	39
F. J. de Rome, st. Pearce, b. Sayer	10
J. P. Robinson, c. Hancock, b. Donnelly	5
K. R. Macaskill, c. Moore, b. Anderson	23
E. B. Reed, c. Donnelly, b. Sayer	49
Lieut. Moberly, b. Anderson	0
Dr. Forsyth, not out	1
W. Kay, b. Stokes	4
Extras	22

Total.....173

Bowling Analysis.

	O.	M.	R.	W.
Anderson	10	1	23	4
Stokes	7.4	1	34	2
Donnelly	11	1	52	2
Sayer	0	1	41	2

H.K.C.C.

T. E. Pearce, b. Moberly	12
G. R. Sayer, c. Sutton, b. Kay	2
M. M. Mans, b. Kay	3
P. Jacobs, c. Macaskill, b. Kay	0
S. S. Moore, not out	25
R. A. Stokes, run out	0
R. Hancock, l.b.w., b. Kay	7
R. N. Anderson, c. Munn, b. Moberly	7
E. J. R. Mitchell, b. de Rome	12
R. P. Thurstfield, not out	1
D. E. Donnelly, did not bat	0
Extras	4

Total.....73

Bowling Analysis.

	O.	M.	R.	W.
Moberly	10	5	0	2
Kay	10	0	37	4
Reed	3	0	13	0
De Rome	3	0	13	1

ROYAL HONGKONG YACHT CLUB.

The first of the series of Club Championship races of the season was sailed on Saturday in a light north-easterly breeze. There was a full turn-out of yachts of the Handicap class, while three of the One-Designs were represented.

HANDICAP CLASS.

Course, N. 4, Lytton Beacon (P.), Cust Rock (P.), Channel Rock (P.). Distance 5 1/2 miles. Preparatory gun 2.25 p.m.; starting gun 2.30 p.m.

		Handicap		Finishing		Corrected	
		on Course.		Time		Time.	
NAME.	M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Dione	scr.	4	14	10	4	14	10
La Linda	1 25	4	23	47	4	22	22
Rolla	1 25	4	19	50	4	18	25
Kathleen	4 15	4	29	52	4	25	37
Colleen	4 57	4	23	14	4	18	17
Dorothea	5 40	4	30	20	4	24	40
Ayesha	7 05	4	32	10	4	25	05

Position.	Points to date.
1.—Dione	8
2.—Colleen	6
3.—Rolla	5
4.—La Linda	4
5.—Dorothea	4
6.—Ayesha	2
7.—Kathleen	1

ONE-DESIGN CLASS.

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JAMES CRAIK,
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Hongkong, 28th November, 1914. [1399]

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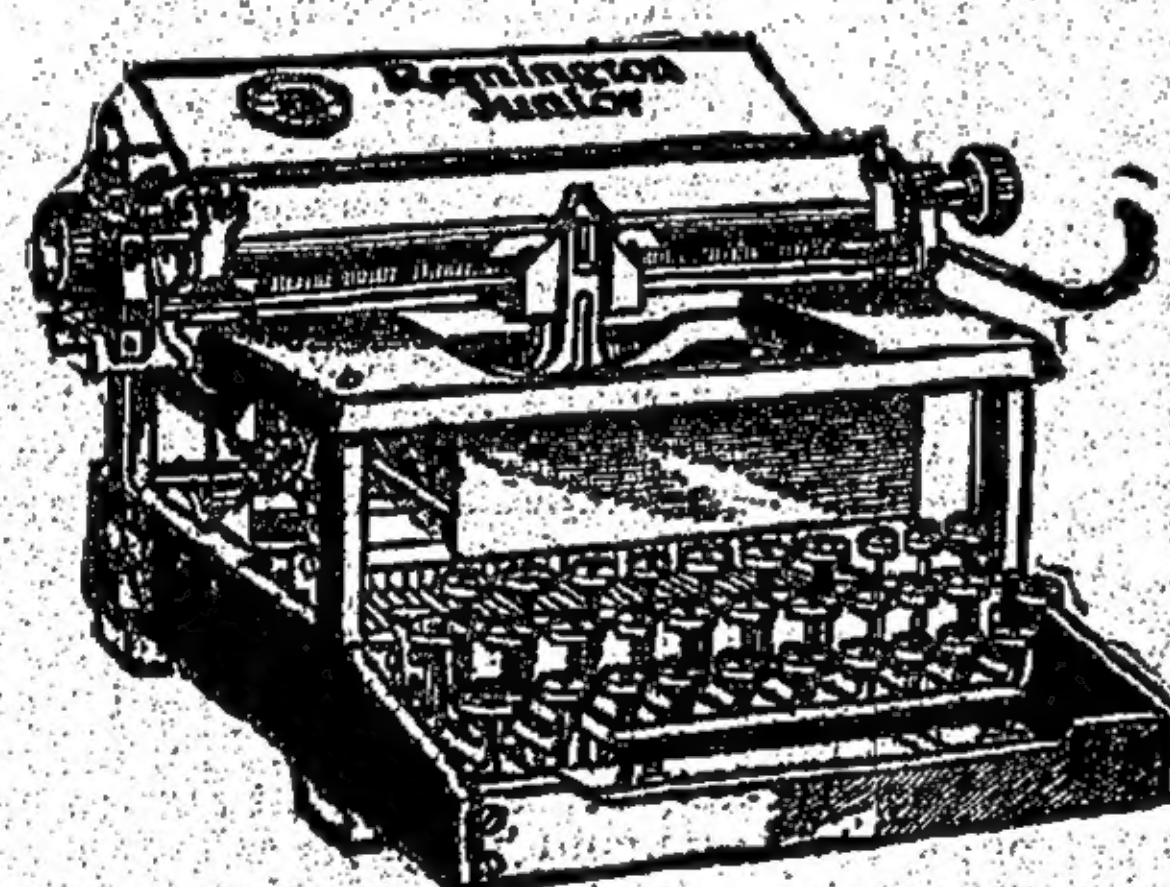
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Hongkong, 2nd November, 1914. [16]

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HONGKONG TIDE TABLE.

From 29th November to 6th December, 1914.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Mon.	30	11.21	5.0	1.4	2.6
Tue.	1	10.15	4.8	1.1	3.3
Wed.	2	9.04	4.7	1.2	3.5
Thurs.	3	7.54	4.5	1.3	3.8
Fri.	4	6.44	4.4	1.4	4.0
Satur.	5	5.34	4.2	1.5	4.1
Sun.	6	4.24	4.0	1.6	4.2

HONGKONG CHAMBER OF COMMERCE.

PRIVATE BUOYS AND MOORINGS IN HONGKONG.

The following correspondence between the Hongkong General Chamber of Commerce and the Government has been forwarded to us by the Secretary to the Chamber of Commerce for publication:—

Colonial Secretary's Office,
Hongkong, 14th October, 1914.
Sir,—With reference to your letter of the 14th May, 1908, I am directed to inform you that the Secretary of State for the Colonies has granted his sanction to a scheme for the acquisition by Government of the private moorings for ocean-going vessels in Victoria Harbour, which is set out in detail in the enclosed from a despatch addressed to the Secretary of State by His Excellency the Governor.—I am, Sir, your obedient servant,
(Signed) CLAUD SEVENS,
Colonial Secretary.

The Secretary,
Hongkong General Chamber of Commerce.

[Extract.]

Government House,
Hongkong, 12th August, 1914.

Sir,—I have the honour to inform you that for some time past this Government has had under consideration the question of acquiring moorings for ocean-going vessels in Victoria Harbour.

Captain Basil Taylor mooted this subject in the interests of the improvement of the accommodation for ocean-going steamers as long ago as the year 1902. He reverted to the subject in 1904 and correspondence ensued with the Chamber of Commerce without any definite result.

Owing to the increased and increasing size of ocean-going steamers the question has now become urgent, and I have therefore to submit proposals for dealing with it.

2.—The system that has grown up in this Colony is for the Harbour Master under Section 28 (2) of the Merchant Shipping Ordinance to permit steamship companies or their agents to lay private moorings at their own expense in Victoria Harbour for the use of their steamers subject to the regulations to be found in Table O (a) of the Ordinance.

The result is that the old established shipping firms, many of whom employ steamers of small tonnage engaged in the coasting trade of China or in local trade with the Philippines, Japan and Siam, monopolise many of the best berths in the deepest water, to the prejudice of newly established lines of steamers trading with Europe, Canada and America, which employ vessels of heavy tonnage and deep draught. Many of these have to lie at a considerable distance from the business centre of the City, and complaints have been made in recent years by the Agents of some of the largest vessels frequenting the Port that they are forced out into distant and inconvenient parts of the harbour. Suggestions have been made that to meet the demand for berths for deep draught vessels, the dredging of some of the more remote portions of the anchorage should be resorted to.

3.—To remedy this unsatisfactory condition and to avoid recourse to dredging, I have to recommend (a) that the Government exercise the power conferred by Section 3 of Table O (a) to require the removal of all the 43 private moorings at present laid in Victoria Harbour; (b) that it acquire by purchase 39 of these buoys which have been valued by a Committee consisting of the Acting Harbour Master, the Government Marine Surveyor and three local experts appointed by me to investigate the matter; (c) that it re-arrange and where necessary relay these moorings in accordance with the scheme illustrated on the accompanying charts; and (d) that the owners of the remaining three moorings, which are useless for the purpose of the Government, be required to remove them. They can dispose of them as they may think fit. If they have vessels that require moorings their vessels can be accommodated at Government moorings. I may mention that this action has already been taken in respect of one of these moorings whose owners have now no ships to moor.

4.—It is proposed to classify the moorings as follows:—

- A. Class.—5 berths for vessels 600 feet in length.
- B. " " 12 berths for vessels 450 feet in length.
- C. " " 20 berths for vessels 300 feet in length.

And to distribute these moorings with due regard to the depth of water and to the requirements of trade, e.g., moorings for vessels engaged in the rice and coal trade will be placed in positions convenient for such trade. The moorings will be assigned through the local pilots or by signal to incoming vessels by the Harbour Department. It will thus be possible to make full use of all the moorings and to avoid having many lying idle as at present during the absence of vessels of firms which own them. I anticipate no difficulty whatever in berthing vessels to the satisfaction of all concerned and the new arrangement should prove of great advantage to the trade of the port.—I have, etc.

(Signed) F. H. MAY,
Governor, etc.

The Right Honourable
Lewis Harcourt, M.P.

Hongkong, 29th October, 1914.

Sir,—I am directed to acknowledge the receipt of your letter of 14th instant informing me that the Secretary of State for the Colonies had granted his sanction to a scheme for the acquisition by Government of the Private Moorings for Ocean-Going Vessels in Victoria Harbour set out in an extract from a despatch addressed to the Secretary of State by His Excellency the Governor.

His Excellency is, of course, aware that my Chamber is absolutely opposed to such transfer for reasons fully set out in past correspondence on the subject, and they see no reason to change their views.

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TELEPHONE 346.

CHINA AND GLASS DEPT.

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The scheme is regarded by this Chamber as being likely to have the opposite effect to that anticipated by the Government. It will probably discourage the use of the port rather than encourage it.

The fact that each vessel is to be met by a Harbour launch from which the Master will take his instructions as to moorings, is bound to lead to delay and confusion, far occasions are frequent, especially after the lifting of a fog, when several vessels are entering the harbour at one and the same time.

The scheme would also appear to imply compulsory pilotage, to which both in principle and from the point of view of expense all shipping companies are averse.

My Committee desire me to ask you to be good enough to supply the Chamber with a tariff of the charge Government proposes to make for the use of buoys.—I have the honour to be, Sir, your obedient servant,
(Signed) E. A. M. WILLIAMS,
Secretary.

The Honourable
The Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 10th November, 1914.

Sir,—I am directed to acknowledge the receipt of your letter of the 29th October, and to inform you that it is proposed to classify the moorings as follows:—

- A class for vessels 600 ft. in length.
- B " " 450 " " "
- C " " 300 " " "

and to impose fees of \$8, \$6, and \$4 per diem respectively.—I am, Sir, your obedient servant,
(Signed) CLAUD SEVENS,
Colonial Secretary.

The Secretary,
Hongkong General Chamber of Commerce.

Hongkong, 17th November, 1914.

Sir,—I have to acknowledge receipt of your letter of 10th instant and note the charges it is proposed to make for the use of the moorings after their acquisition by the Government.

As you are aware, the Chamber of Commerce have from the first opposed the scheme in what they believe to be the true interests of the shipping of this Colony.

As the matter was fully discussed in the Legislative Council on the 5th instant in the debate on the appropriation bill for 1915, my Committee desire to place on record their sympathy with what was then said by the unofficial members, who, to show their disagreement with the proposed purchase of the moorings, voted against the Bill.

My Committee would now ask that their views be laid before the Secretary of State for the Colonies in order that both sides of the question may be before him.

The Committee of this Chamber are of opinion that the proposed change is not necessary in the true interests of the trade of the Colony; briefly their reasons are as follows:—

The alleged harm done to certain shipping companies with large vessels calling at this port, vessels, I may remark, which in nearly every instance fly an Alien flag, is, we consider, much exaggerated.

My Committee are not prepared to state whether the \$250,000 asked for will be considered a satisfactory sum for the purchase of their property by the owners of the 39 sets of moorings referred to by His Excellency, but they consider that in view of the financial condition of this Colony so large a sum should not be spent on a scheme which is opposed by the British Shipping, the Chamber of Commerce and the unofficial members of the Legislative Council.

The sum of \$10,000 for annual up-keep, renewal, repairs, and running expenses appears far too low, especially when it is understood this is to cover the cost of raising each set of moorings once in four years only.

The charges for the use of the moorings as proposed in your letter under reply are presumably calculated to bring in sufficient revenue to cover all expenses including interest on the capital invested.

So far as my Committee can work this out, these charges, even if maintained, will result in a considerably heavier annual expenditure to the ships using the moorings than is now incurred under the private ownership system.

If, as my Committee are inclined to believe, the annual expenses have been much underestimated, they fear that before long the charges will be increased.

In view of the excessive amount of foggy or misty weather and heavy rains which are experienced here for so large a part of the year, my Committee do not consider any system of signalling from the Harbour Master's Office or from any other point, such as, for example, one or other of the light-houses, could be relied upon as a sure means of informing the Commander of a vessel entering this port as to which buoy he is to make fast.

Failing this a very expensive system of fast steam launches would have to be maintained or the Shipping Companies would have to engage pilots to take the ship to her moorings.

As you are as doubt aware, the Shipping Community here have always been opposed to the use of pilots for taking vessels to their moorings as an unnecessary expense. The whole scheme if carried out would, my Committee consider, not only be unsatisfactory in its carrying out, but would entail a considerable and quite unnecessary increased tax on the shipping.

It is well understood that the shipping industry is not in a flourishing condition and every care should be taken, especially in such a port as Hongkong, to do nothing which should tend to increase the charges on vessels visiting the port, and thus to discourage their calling here.

I may here remark that this point has been frequently referred to in the correspondence of this Chamber and at their meetings, and the question was very fully dealt with at the annual meeting of this Chamber held on 23rd April, 1909.

My Committee now beg to suggest that, as a counter-proposal to the Government's scheme, such a relaying of moorings be made as to meet the real necessities of the Shipping trade the cost of this relaying to be shared by the Government and the Shipping Companies benefiting by the change, but that those of the regular Shipping Companies who make use of the Port continuously should be allowed to own their own moorings as is done at present.

My Committee believe that this would not only prove much more satisfactory to the Shipping generally, but it would also result in a far more economical working of the moorings than the proposed new scheme.

My Committee would now beg to ask that a copy of this letter be sent to the Secretary of State for his consideration.—I have the honour to be, Sir, your obedient servant,
(Signed) E. A. M. WILLIAMS,
Secretary.

The Honourable
The Colonial Secretary.

LASCARS REFUSE TO WORK

KNIGHTS AND PROFESSORS ACT AS DECK HANDS ON THE "MOREA."

A correspondent on the *Morea* recently sent the following to a Calcutta contemporary:—

Never in the annals of maritime history has a vessel voyaged under such remarkable conditions as the P. & O. mail boat *Morea*, which left Bombay for England on Sunday night, September the 27th. The *Morea* arrived in Bombay from Australia and Ceylon on Saturday morning, September the 28th. Immediately after arrival, the lascars stated they did not intend proceeding further, and as according to their agreement they are at liberty to leave a boat immediately it puts into an Indian port they could not be detained. Nothing remained but to let them depart. Inducements were offered to them to stay on, but without avail, and, to make matters worse, no fresh crew were procurable. The firemen were fortunately prevailed upon to stop on. The lascar crew consisted of some 70 odd hands. The boat had to depart and to help the company out of the difficulty, 24 Royal Engineers, Sergeants and others who had embarked at Ceylon and were on their way to the front volunteered to do lascar work. These were duly signed on with the permission of the military authorities and received payment for their work. Twenty-four men, however, were not sufficient for the work necessary on a boat of the *Morea*'s size.

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[1049-2]

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[1397]

The saloon passengers then promptly volunteered to act as lascars, and their offer was gratefully accepted by the company. The second saloon followed suit. It was then decided that the passengers should look after their respective portions of the ship. On Sunday morning a sight that was distinctly gratifying but at the same time most amusing was witnessed on the *Morea*. At 5-45 a.m. the call went round and within a few minutes the deck was taken up by a large party of grey-headed, grey-bearded professors, Knights, Colonels and others young and old, with brooms, buckets, cloths and other cleaning utensils. Everyone was soon hard at it. The attire they were arrayed in was too funny for words. Some were in pyjamas tucked up to the knees, others in shorts, others in tunics, etc. To see aged, distinguished scientists either swabbing with a broom or busily engaged polishing rails and paint work with a rag and bucket of water was very instructive, whilst Colonels, with monocles fixed, presented a scene fit for a Punch cartoon. And what is more they did not require much telling as to how to do their work. The deck and other work was probably more thoroughly done than ever by lascars. The volunteer crew proved too big, and as there were not sufficient brooms, etc., it was decided to split them into two gangs, each working on alternate mornings. The last report was that the work was being most efficiently and quickly carried out. The list below will give some idea of what a distinguished lot of individuals the deck hands consisted of. The professors are the members of the British Association of Scientists who have been to Australasia and are now on their way back home. They include worthy men famous in the world of science. Many

of them have their wives and families with them. There are two well-known German professors amongst them, both of whom took their places on the deck. Amongst the passengers is Sir Charles Lucas, the Commissioner of Sind, who has been invalided home, but who in spite of his infirmity volunteered for work. The episode reveals a remarkable phase of the British character. The ladies, of whom there are a number on board, were also anxious to aid the men. The following were amongst the British Association Scientists and other distinguished passengers who were doing lascar work on the *Morea*:—Sir Oliver Lodge, Professor Kirkaldy, Professor Salinas, Professor E. Cokes, Professor Mass, Dr. E. Fraser, Dr. H. Borus, Sir Edward Thurn, Professor Green, Professor Vethagoff, Dr. Tains, Professor Paton, Professor Morgan, Professor Herdman, Professor Gonner, Professor Stegall, Professor Meredith, Professor Luigi, Sir Charles Lucas (Commissioner of Sind), Sir Thos. Hollan, Professor Higgs, Professor Penck, Professor Leith, Professor Jacobsen, Professor Hall, Professor Duff, Professor Mrs. Minchin was also a passenger, and Dr. Macfarlane, Professor Howe and the Hon. T. Keenan.

THE NEW FRENCH REMEDY.
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[The following Cables were received on Saturday night and issued as a Special Edition on Sunday morning. Cables received yesterday appear on Page 2.]

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE BATTLE OF LODZ.

CONTINUES IN FAVOUR OF THE RUSSIANS.

LONDON, November 28th.
4.15 a.m.

A Petrograd official despatch shows that the battle in Poland whose centre is at Lodz continues in favour of the Russians while the Austrians have been badly beaten, and are falling back on Cracow.

THE GERMAN DISASTER IN POLAND.

BULK OF ARMY IRREVOCABLY LOST.

"STORY OF RUSSIAN VICTORY WILL ASTONISH THE WORLD."

LONDON, November 28th.
5.20 a.m.

The Petrograd correspondent of the *Morning Post* says that when the story of the Russian victory is allowed to be told it will astonish the world, for the Russians have already inflicted on Germany's finest troops a blow unprecedented since the days of Napoleon.

The public are perplexed at the unprecedented official silence, but remains confident.

The German positions are probably like those of the Boers at Paardeburg. The only question is whether any part of the German forces will escape. The bulk of their Army is irrevocably lost in the last event.

[THROUGH HAVAS AGENCY.]

REPORTED RUSSIAN CAPTURE OF TWO GERMAN ARMY CORPS.

LONDON, November 27th.
6.05 p.m.

On the whole front the Russians are pursuing the Germans, Austrians and Turks. They are reported as having captured two German Army Corps between the Rivers Vistula and Warta.

[THROUGH REUTER'S AGENCY.]

THE STRUGGLE IN FRANCE AND BELGIUM!

LONDON, November 27th.
5.35 p.m.

To-day's Paris *communiqué* states:—

The artillery was everywhere slack yesterday.

The enemy made two infantry attacks against bridge-heads on the right bank of the Yser, southward of Dixmude, but these were easily repulsed.

There were no other actions in Belgium, or in the regions of the Oise, the Aisne, or Champagne, although Rheims was bombarded somewhat violently during a visit of journalists from neutral countries.

There have been a number of infantry attacks in Argonne, with taking and re-taking of trenches. The forces engaged were never so much as a battalion. The ground lost was regained; it never exceeded twenty-five metres.

There is nothing to report from the rest of the front.

LONDON, November 28th.
12.10 a.m.

The Paris evening *communiqué* says:—

The day has been quiet, and there is nothing to report.

THE ALLIED NAVY IN THE MEDITERRANEAN.

ADRIATIC AND DARDANELLES BLOCKADED.

LONDON, November 28th.
5.50 a.m.

A Naval *communiqué* issued at Bordeaux says that the Anglo-French squadrons continue to block the Adriatic Sea and the Dardanelles and to protect the coast of Egypt.

GERMAN SQUADRON STILL IN CHILIAN WATERS.

LONDON, November 28th.
5.50 a.m.

The Bordeaux Naval *communiqué* adds that the German cruisers in the Pacific have apparently not left Chilian waters since the battle off Valparaiso at the end of October.

[THROUGH REUTER'S AGENCY.]

THE NAVAL SITUATION.

STIMULATING SPEECH BY MR. CHURCHILL.

LONDON, November 27th.
3.22 p.m.

In the House of Commons, Mr. Winston Churchill, First Lord of the Admiralty, made a powerful and stimulating speech on the Naval situation. He declared that it was impossible at the present for the public to form any judgment on the various incidents which had taken place, but as soon as possible the facts connected with past operations and administration would be made public in a form in which they could be studied and weighed. He looked forward hopefully to that day.

Mr. Churchill emphasised that it is unwise to dwell on particular incidents, which are only a very small portion of what is going on in every part of the world. Therefore, he desired to speak of large considerations regarding the Naval situation.

The Navy at the outbreak of war was confronted with four main perils:—Firstly, surprise before being ready, and, while in war stations. That was the greatest peril of all. Secondly, the danger of escape to the high seas of commerce destroyers. That danger hitherto had been successfully surmounted. It was estimated before the war that we would lose, in the first few months, five per cent of our merchant marine. The actual percentage of loss was 1.8.

Then there was the danger of mines. The enemy had adopted methods which before the war we had not thought would be practised by any civilised Power. He was glad to tell the House that although we had suffered losses, yet the danger from mines had its limitations and was still being further restricted and controlled.

Fourthly, there was the danger of submarines. These had introduced entirely novel conditions into Naval warfare. The old freedom of movement which formerly belonged to a stronger Power was restricted in narrow waters by the development of submarines. It was necessary for the safety of Great Britain that her fleet should move with freedom and hardihood, but none could pretend that anxiety was not always present in the minds of those responsible. It was satisfactory to recollect that our power in submarines was much greater than that of the enemy, and the only reason why we had not attained results on a large scale was that we had so seldom had a target.

Not included, but a fifth danger, was that of invasion—an enterprise full of danger to those attempting it.

Economic pressure on Germany continued to develop in a healthy and satisfactory manner. (Cheers.) We are applying a special restriction on certain vital commodities required for military purposes by Germany and Austria. (Cheers.) Germany's masses of guns and war material at present gave them an advantage, but gradually the advantage would change sides, principally in virtue of the sea power which we are ensuring for the Allies.

We, of course, must run risks. Troops must be moved freely across the world, but we had had a very fair share of luck. (Cheers.) As the German fleet did not attack on the outbreak of war, we must presume that they did not consider themselves strong enough to do so, and consequently counted upon reducing the British Fleet by a process of attrition. We had been at war four months, and he would like to consider how the process of attrition was working. The numbers of submarines lost had been equal. Our destroyers had shown an enormous superiority in gun-power, and of these we had lost none, while eight or ten of the enemy's had been destroyed. We had lost six of the older armoured cruisers, and Germany had lost two, but we have three or four times as many as the enemy. In the most important class of minor vessels, modern fast light cruisers, we had lost two out of 36. Germany had lost six out of 25.

The prospects for the future were even more satisfactory. In the next twelve months we would have double the enemy's number of modern fast cruisers. Mr. Churchill emphasised the excellent position of Britain regarding Dreadnoughts. Naturally, he could not announce the number that had joined the Fleet since the war, but he could say that the relative strength of the Fleet had been made substantially greater. He showed that Germany at the end of 1913 could only add three ships, while Great Britain could add fifteen. It was no exaggeration to say that Great Britain could lose a super-Dreadnought per month for a year, and yet be in a superior position to that held on the declaration of war. (Cheers.)

Mr. Churchill hoped that these facts would comfort any people who were nervous. He paid a tribute to the patriotism of the workmen in the ship-building yards. (Cheers.) The health of the sailors was twice as good as in peace time, and their conduct had been exemplary. The Navy followed most closely the historic struggles of the soldiers in the field, and showed zeal and enthusiasm, inspiring their leaders with the utmost confidence. (Cheers.)

AIRCRAFT ATTACK ON UNFORTIFIED CITIES.

PRESIDENT WILSON'S DISAPPROVAL.

LONDON, November 27th.
4.47 p.m.

A telegram from Washington says that President Wilson has unofficially communicated to the American representatives in the belligerent countries his disapproval of aircraft throwing bombs on unfortified cities occupied by non-combatants.

It is understood that the Powers will take cognisance of the protest.

[THROUGH REUTER'S AGENCY.]

LIBERATING EUROPE FROM BARBARISM.

LONDON, November 28th.
4.50 a.m.

President Poincaré, conferring the Military Medal for Valour on the French Generalissimo (General Joffre), in the course of a speech said that France never had a finer Army. They would pursue to the end, in co-operation with the Allies, the task of liberating Europe from barbarism.

JAPANESE NAVAL ATTACHE GRANTED AN AUDIENCE BY THE KING.

LONDON, November 28th.
1.40 a.m.

The King granted an audience to the Japanese Naval Attaché on Friday.

BELLIGERENT WARSHIPS OFF AMERICAN COASTS.

NEGOTIATIONS FOR THEIR WITHDRAWAL.

LONDON, November 27th.
7.05 p.m.

A Washington message states that the United States and the South American Republics are jointly negotiating with the belligerents for the withdrawal of belligerent warships from American waters so as to safeguard inter-American trade, and remove possible causes of friction on questions of neutrality.

It is understood that Great Britain is ready to cease coaling at Central and South American ports if the other belligerents will give a similar undertaking. Some countries favour the establishment of a neutral zone for operations of warships a hundred miles from their coasts.

HOUSE OF COMMONS ADJOURNS.

LONDON, November 27th.
10.40 p.m.

The House of Commons has adjourned till the 2nd February, but the House of Lords meets on the 16th January.

GERMAN SUBMARINE'S EXPLOIT.

TWO SMALL BRITISH SHIPS SUNK.

LONDON, November 27th.
7.45 p.m.

Lloyd's announce that a German submarine has sunk the steamers *Malachite* and *Primo* near Havre. The crews were saved.

[The *Malachite* was a vessel of 718 tons, owned by William Robertson, Glasgow. The *Primo* was a steamer of 1,386 tons gross, belonging to the Pelton Steamship Co., Ltd., Newcastle-on-Tyne.]

[“DAILY PRESS” EXCLUSIVE SERVICE.]

CHINESE CASUALTIES AT TSINGTAU.

PEKING, November 27th.

The Chinese casualties at Tsingtau were:—

Killed 97

Wounded 228

The damage to property amounted to \$2,300,000.

[OFFICIAL TELEGRAMS FROM THE BRITISH FOREIGN OFFICE.]

THE ECONOMIC PRESSURE ON GERMANY.

LONDON, November 27th.
1.10 a.m.

The German Press states that there is a large fall in rates of exchange on Berlin in other countries. In New York there is a fall of 8 per cent., while in Amsterdam the rate of exchange is more than 10 per cent below the normal level.

In the meantime the rates on London and Paris remain higher than those usually current at this time of the year.

GERMANY UNEASY AT INCREASED COST OF METALS.

The rise in the prices of certain metals in Germany is causing much uneasiness.

The *Frankfurter Zeitung* of the 19th November advocated the fixing of maximum prices. Aluminium has risen from £80 to between £225 and £250, and copper is stated to have increased in price from £83 10s. to £110.

The prices in London on the same day were:—

Copper £52

Aluminium £81

FIGHTING IN EAST AFRICA.

29th PUNJABI'S GREAT GALLANTRY.

Despatches received respecting the operations on the East African and Uganda frontiers since the end of September state that Germans attacked Gaji on the 8th October, but were beaten back and compelled to abandon a considerable amount of arms and ammunition.

Fierce fighting has also taken place near Longido, in which the 29th Punjabi Regiment behaved with great gallantry, inflicting heavy losses upon the Germans. We have occupied Longido.

The Germans have been repulsed on the Uganda frontier, suffering about 60 casualties.

Freight or Passage, apply to J.A.
H. K. Kong, 30th November, 1914.

GENERAL MANAGERS. (11) 1 Hongkong, 16th April, 1944.

DINE, MATHESON & CO., LTD.,
AGENTS. 140

Hongkong, 30th November, 1914. GENERAL MANAGERS. (11)

Telephone NO. 211

Hongkong 14th November, 1914. AGENTS. 140

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ORIENTAL	Noon, 5th Dec.	See Special
OF CALL	Capt. A. L. Valentini	5th Dec.	Advertisement.
SHANGHAI	MALTA	About 6th Dec.	Freight and
	Capt. G. W. Cookman, R.N.	6th Dec.	Passage.
SHANGHAI, MOJI, KOBE	NILE	About 27th Dec.	Freight and
and YOKOHAMA	Capt. H. Powell	27th Dec.	Passage.
LONDON AND GENOA VIA	NAGOYA	Noon, 1st Jan.	Freight and
SINGAPORE, PENANG, COLOMBO, PORT SAID,	Capt. W. H. Swaney, R.N.	1st Jan.	Passage.
and MARSSEILLES			

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th November, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU AND ILOILO	"CHINHUA"	On 1st Dec., 4 P.M.
SHANGHAI	"KANCHOW"	On 1st Dec., 4 P.M.
SHANGHAI	"LUCHOW"	On 3rd Dec., 4 P.M.
MANILA, CEBU AND ILOILO	"TAMING"	On 8th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "THAN." Excellent Saloon accommodation. Amplest, Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "THAN."

SHANGHAI LINE.—THE TWIN-SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGHONG," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
HONGKONG, 28th November, 1914. TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
"ST. ALBANS"	30th Nov.	On 3rd Dec., 11 A.M.
"ALDENHAM"	2nd Jan.	On 25th Jan., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 1st September, 1914.

AGENTS

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DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 1st Dec., at 1 P.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 4th Dec., at 1 P.M.
"HAIHING"	Capt. W. C. Passmore	TUESDAY, 8th Dec., at 1 P.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

"HAIYUN"	Capt. A. H. Stewart	WEDNESDAY, 2nd Dec., at 1 P.M.
"HAIYUN"	Capt. J. W. Evans	SUNDAY, 6th Dec., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARBAIK & Co.,
General Managers.

Hongkong, 30th November, 1914.

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
NIPPON MARU	11,000—18 knots from Kobe	1st Dec.
SHINYO MARU	22,000—21 knots	TUES., 8th Dec.
CHIYO MARU	22,000—21 knots	TUES., 5th Jan.
TENYO MARU	22,000—21 knots	TUES., 26th Jan.
FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " £96.10.
" " " SAN FRANCISCO	£45. ...	" " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamer of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamer of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	...

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,

King's Building.

TELEPHONE 291.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AND NERA	On or about 3rd December.
YOKOHAMA	DUMBEA	On or about 15th December.
	HOMEWARD	
MARSEILLES VIA PORTS	AUSTRALE	On 1st December, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 9th Dec., at 3 P.M.
"CHICAGO MARU"	K. Hori	THURSDAY, 24th Dec., at 5 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	SUNDAY, 6th Dec., A.M.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	TUESDAY, 1st Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	SUNDAY, 6th Dec., at 10 A.M.
"DAIJIN MARU"	K. Murakami	SUNDAY, 13th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHI MARU"	Z. Hattori	WEDNESDAY, 9th Dec., at 8 A.M.

These Steamers of Coast and Foreign Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

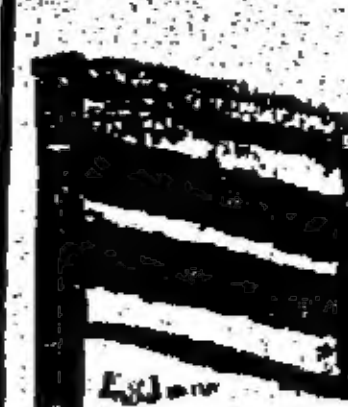
For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,

Second Floor, No. 1, Queen's Building.

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DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON	MIYAZAKI MARU	16,000	(SATURDAY, 5th Dec., at 10 A.M.)
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	16,000	(WEDNESDAY, 23rd Dec., at 10 A.M.)
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU	12,500	(TUESDAY, 1st Dec., at Noon.)
	AWA MARU	12,500	(TUESDAY, 15th Dec., at Noon.)
SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU	13,500	(WEDNESDAY, 16th Dec., at Noon.)
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	NIKKO MARU	19,600	(WEDNESDAY, 13th Dec., at Noon.)
	KAWACHI MARU	12,500	(THURSDAY, 17th Dec., at Noon.)
BOMBAY via SINGAPORE, and COLOMBO	HAKUSHIKA MARU	5,000	(WEDNESDAY, 9th Dec., at Noon.)
SHANGHAI and KOBE	TOSA MARU	12,000	(TUESDAY, 1st Dec., at Noon.)
SHANGHAI and KOBE	RANGOON MARU	7,000	(MONDAY, 30th Nov., at Noon.)
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	9,600	(TUESDAY, 15th Dec., at 5 P.M.)
KOBE and YOKOHAMA	HIRANO MARU	16,000	(THURSDAY, 3rd Dec., at 11 A.M.)

PASSENGER SEASON FOR 1915.

Steamers	Displacement	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 28th Jan.
KAMO	16,000	11th Feb.
KASHIMA	20,000	25th Feb.
MISHIMA	16,000	11th Mar.
SUWA	25,000	25th Mar.
ATSUTA	16,000	8th Apr.
YASAKI	25,000	22nd Apr.
MIYASAKI	16,000	6th May.
KITANO	16,000	20th May.
FUSHIMA	25,000	3rd June.
AKI	12,500 Tons	Tues., 26th Jan.
SADO	12,500	5th Feb.
YOKOHAMA	12,500	23rd Feb.
AWA	12,500	9th Mar.
SHIDZUOKA	12,500	23rd Mar.
TAMBA	12,500	6th Apr.
AKI	12,500	20th Apr.
SADO	12,500	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

18-9-10

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Leave to	Leave from	Connecting Steamer	Due at	Due at
Yokohama	COLOMBO.	SHANGHAI	MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 2 day later)
p.m.		6 p.m.	Noon	Friday	Thursday
Thurs.					
	ORIENTAL	Dec 1	Dec 5	MONTOLIA	Jan. 1
Dec. 7	MALTA	Dec. 14	Dec. 18	MALWA	Jan. 15
Dec. 20	NAGOYA	Dec. 28	Jan. 1	MOREA	Jan. 28
	ARCADIA	Jan. 12	Jan. 16	MALOJA	Feb. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	Single	Return
LONDON	£55.	£29.	£14.	£55.	£97.
MARSEILLES	£51.	£25.	£12.	£51.	£83.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
	YAMA	SHANGHAI	H'KONG	S'PORE	MARSEILLES	LONDON
	about	about	about	about	about	about
NAGOYA	Dec. 20	Dec. 25	Jan. 1	Jan. 7	Feb. 2	Feb. 10
SYRIA	Dec. 21	Dec. 31	Jan. 6	Jan. 12	Feb. 8	Feb. 17
NANKIN	Jan. 5	Jan. 16	Jan. 20	Jan. 26	Feb. 22	Mar. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £45 Single, £85 Return. 2nd Saloon £35 Single, £65 Return.

FARES TO MARSEILLES:

1st Saloon £40 Single, £75 Return. 2nd Saloon £30 Single, £55 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE

Notice is given that although every possible precaution is taken to secure the safety of all postal packets whilst in the custody of the Post Office the Postmaster-General cannot give compensation for any loss or damage which may be due to the act of the King's enemies. Until further notice no Letters, Boxes, Parcels for Belgium, Brazil, Crete or Montenegro and no Letters, Boxes or Parcels for Malta can be accepted for insurance.

The Parcel Post Service to the United Kingdom is in full working order in both directions by the long sea route.

The Parcel Post Service to Egypt and certain countries mentioned served by Egypt is resumed for ordinary parcels only:—Crete, Cyprus, Greece, Italy, Algeria, Tunis, Switzerland and (Libya) Tripoli.

The Services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended.

Unregistered Letters and Post Cards may now be sent to Tsingtau.

The MAIL FROM LONDON (via Siberia), of Sunday, the 1st inst., is due to arrive here to-day.

The AMERICAN MAIL is due to arrive here on Sunday, 6th December.

FOR	DATE
Swatow, Amoy and Foochow ...	Tuesday, 1st, 10.00 A.M.
Shanghai, North China, Japan via Moll, Victoria, B.C., Seattle, Wash.	Tuesday, 1st, 10.00 A.M.
SAIGON, STRAITS, BURMAH, CEYLON, ADELARDE, WESTERN AUSTRALIA, INDIA, ADEK, EGYPT and EUROPE ...	Tuesday, 1st, 10.15 A.M.
(Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents.)	Registration, Kowloon B.O. ... 9.30 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Letters ... 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, U.S.A., SOUTH AMERICA and CANADA via SAN FRANCISCO, and UNITED KINGDOM via CANADA ...	Tuesday, 1st, 11.00 A.M.
(EUROPE via SIBERIA)	Registration ... Noon
[Tientsin-Peking Service Shanghai Brit. P.O. Friday, the 4th December.]	
Swatow, Amoy and Foochow ...	Tuesday, 1st, 1.00 P.M.
Straits, and India via Calcutta ...	Tuesday, 1st, 2.00 P.M.
Philippine Islands ...	Tuesday, 1st, 3.00 P.M.
Shanghai and North China ...	Tuesday, 1st, 4.00 P.M.
Hollow, Hainan, and Peking ...	Wednesday, 2nd, Noon
Swatow ...	Wednesday, 2nd, 2.00 P.M.
Japan via Kobe ...	Thursday, 3rd, 3.00 P.M.
Shanghai and North China ...	Friday, 4th, 1.00 P.M.
Swatow, Amoy and Foochow ...	Saturday, 5th, 9.00 A.M.
Straits, BURMAH, CEYLON, ADELARDE, WESTERN AUSTRALIA, INDIA, ADEK, EGYPT and EUROPE ...	Saturday, 5th, 9.00 A.M.
(Late Letters 10.30 A.M. to 11 A.M., Extra postage 10 cents.)	Registration, Kowloon B.O. ... 9.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Letters ... 10.30 A.M.
The Parcel Mail will be closed on Friday, 4th Dec., at 5 P.M.	
Philippine Islands, Australia, Tasmania, New Zealand, and Port Darwin and New Guinea via Thursday Island ...	Tuesday, 8th, 11.00 A.M.
Swatow, Amoy and Foochow ...	Tuesday, 8th, 1.00 P.M.
Philippine Islands ...	Tuesday, 8th, 3.00 P.M.

FROM DECEMBER 1st, 1914, THE PEAK PILLAR BOXES WILL BE CLEARED AT THE UNDERMENTIONED TIMES.

	WEEK-DAYS	SUNDAYS
No. 1. Entrance to Victoria Gap Tram Station	8.05 A.M. 2.00 P.M.	9.05 A.M.
No. 2. Mount Kellet Road Opposite the Entrance to Des Voeux Villas	8.25 A.M. 2.20 P.M.	9.25 A.M.
No. 3. Junction of George Hill & Aberdeen Rd.	8.30 A.M. 2.25 P.M.	9.30 A.M.
No. 4. Junction of Gough Hill and Plantation Road	8.45 A.M. 2.40 P.M.	9.45 A.M.
No. 5. At Victoria Hospital	9.00 A.M. 2.55 P.M.	10.00 A.M.

The first collection will be sent out with the 10 A.M. delivery, and the second collection will be sent out with the 4 P.M. delivery from the G.P.O.
The Sunday collection will be sent out with the 11.30 A.M. delivery from the G.P.O.

LOCAL AND REGULAR MAILS.

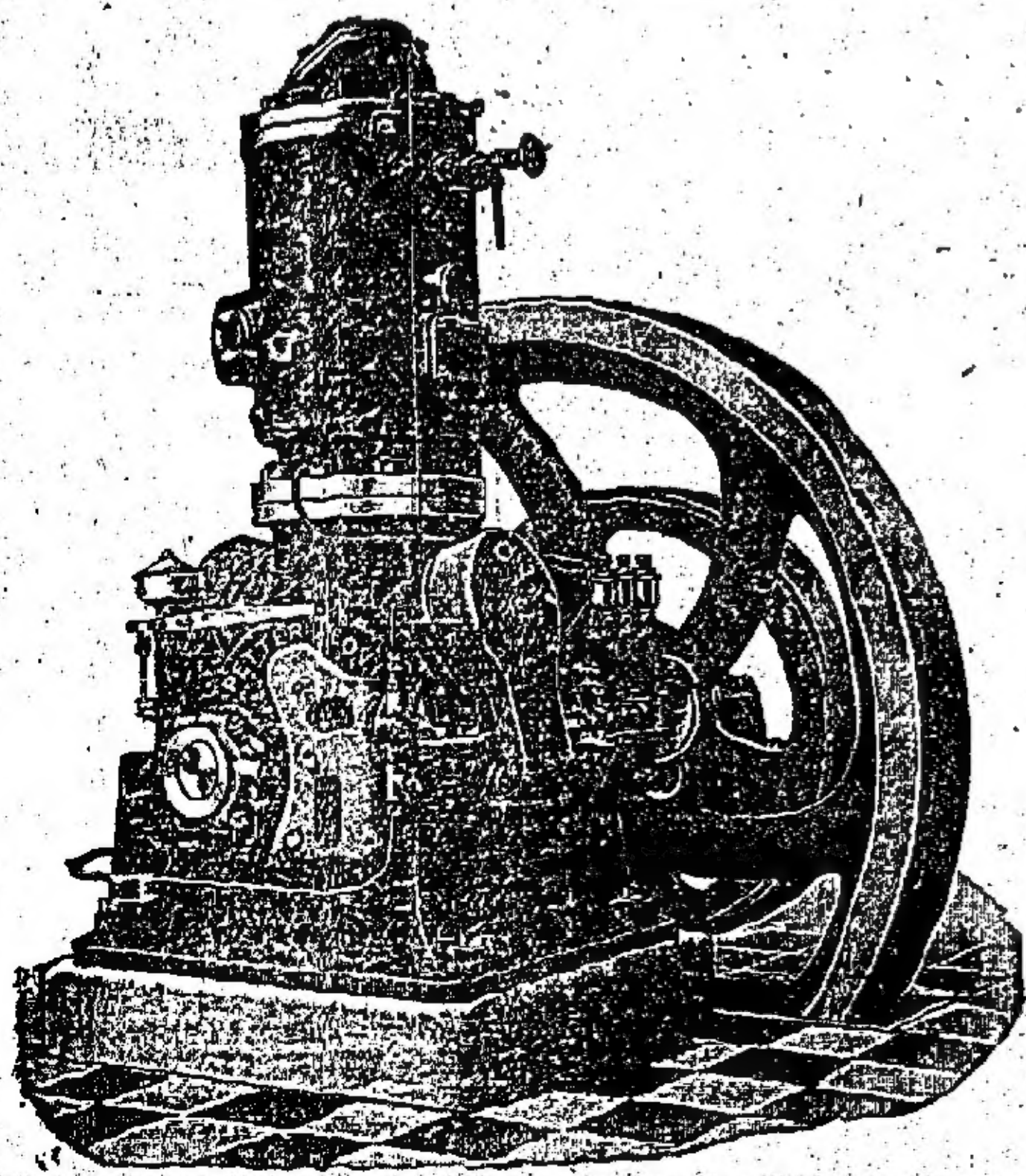
FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai Po ...	10.00 A.M. 4.00 P.M.	9.00 A.M.
Cheng (Chow Long Island) ...	2.00 P.M.	—
Shantung, Shatin and Sheungshui ...	4.00 P.M.	—
Aberdeen, Aukau, Pig Suan, Sai Kung, Saiton, Saiton and Tai O ...	4.30 P.M.	—
Canton, Wuchow and Sam Shui ...	7.30 A.M. 4.00 P.M. Except Saturdays	4.00 P.M.
Macao ...	7.15 A.M. 1.30 P.M. 4.00 P.M.	4.00 P.M. Saturdays for despatch on Sundays
Kamshuk and Kongsoda ...	4.00 P.M.	4.00 P.M.
Namtau and Saiton ...	4.00 P.M.	4.00 P.M.
Shanghai ...	10.00 A.M. 4.00 P.M.	9.00 A.M.

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COMMERCIAL

CLOSING QUOTATIONS.

November 28th.

ON LONDON.—	
Telegraphic Transfer	1.83
Bank Bills, on demand	1.84
Bank Bills, at 30 days' sight	1.85
Bank Bills, at 4 months' sight	1.86
Credit, at 4 months' sight	1.87
Documentary Bills 4 months' sight	1.88
ON PARIS.—	
Bank Bills, on demand	1.17
Credit, at 4 months' sight	1.18
ON GERMANY.—	
On demand	1.19
ON NEW YORK.—	
Bank Bills, on demand	42
Credit, at 60 days' sight	43
ON HONGKONG.—	
Telegraphic Transfer	1.13
Bank, on demand	1.14
ON CALCUTTA.—	
Telegraphic Transfer	1.15
Bank, on demand	1.16
ON SHANGHAI.—	
Bank, at sight	7.72
Private, 30 days' sight	7.73
ON YOKOHAMA.—	
On demand	7.74
ON MANILA.—	
On demand	7.75
ON ZARATIA.—	
On demand	7.76
ON SAIGON.—	
On demand	7.77
ON BANGKOK.—	
On demand	7.78
SOVEREIGNS, Bank's Buying Rate	\$11.30
GOLD LEAF, 100 fine, per tael	\$57.80
BAR SILVER, per oz.	\$2.12

SUBSIDIARY COINS.

Hongkong 20 cents piece	per cent \$17.00 discount
Hongkong 10	per cent \$17.45

SHARE LIST—QUOTATIONS.

HONGKONG, 28th NOVEMBER, 1914.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$7.20, sales	
China Bank Company, Limited	60,000	\$12	all	\$10, buyers	
China Light and Power Company, Ltd.	50,000	\$5	all	\$4	
China President Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7, buy, \$7.5, sel	
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 125	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$7.5, sellers	
Dairy Farm Company, Limited	40,000	\$7	all	\$35	
DOCKERS AND WHARVES.—					
Wharves & Erection Wharf & G. Co., Ltd.	60,000	\$50	all	\$76, sellers	
Wharves & Erection Wharf & G. Co., Ltd.	50,000	\$50	all	\$54, sellers	
Wharves & Erection Wharf & G. Co., Ltd.	10,000	\$50	all	Tls. 100	
Wharves & Erection Wharf & G. Co., Ltd.	55,700	Tls. 100	all	Tls. 100	
Wharves & Erection Wharf & G. Co., Ltd.	36,000	Tls. 100	all	\$51	
Wharves & Erection Wharf & G. Co., Ltd.	400,000	\$10	all	\$35, buyers	
Wharves & Erection Wharf & G. Co., Ltd.	60,000	\$10	all	\$35, buyers	
Hongkong Hotel Company Limited	20,000	\$50	all	\$125	
Hongkong Ice Company, Limited	5,000	\$25	all	\$175	
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$25	
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$5	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$5	all	\$9, buyers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$310	
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$146, buyers	
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$378, buyers	
Norfolk-China Insurance Co., Limited	10,000	\$10	\$25	Tls. 142	
Union Insurance Society, Limited	12,400	\$250	\$100	\$700, buyers	
Yongshing Insurance Association, Ltd.	12,000	\$100	\$60		
LANDS AND BUILDINGS.—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100	
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$100	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Hongkong Land Reclamation Co., Ltd.	15,000	\$10	all	\$7	
Hongkong Land Reclamation Co., Ltd.	6,000	\$50	\$30	\$44	
Hongkong Land Reclamation Co., Ltd.	73,000	Tls. 50	all	Tls. 100	
Hongkong Land Reclamation Co., Ltd.	12,500	\$50	all	\$71	
Hongkong Land Reclamation Co., Ltd.	250,000	\$40	10	Tls. 31	
MIXED.—					
China Engineering and M. Co., Ltd.	1,000,000	\$21	all	\$7.6	
Hongwood Tin and Rubber Estate, Ltd.	822,000	\$21	all	\$2.6	
Ran Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$2, sellers	
Trench Mines, Limited	160,000	\$10	all	\$4	
Peak Tramways Co., Limited	25,000	\$10	all	\$10	
Philippine Co., Limited	75,000	\$10	all	\$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	\$50	all	\$20	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$75	
Lyon Sugar Refining Co., Limited	7,000	\$100	all	\$20, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$7	
Douglas Steamship Co., Limited	20,000	\$25	all	\$29, buyers	
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$25, sellers	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$55	
Shanghai and Trading Co., Ltd.	2,500,000	\$21	all	\$91	
Star Ferry Company, Limited	40,000	\$10	all	\$40	
South China Morning Post, Limited	6,000	\$25	all	\$28	
Steam Laundry Company, Limited	20,000	\$5	all	\$4	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7	all	\$71	
Watson & Co., A. S. Limited	90,000	\$10	all	\$7	
Union Waterboat Co., Limited	50,000	\$10	all	\$18	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Far.

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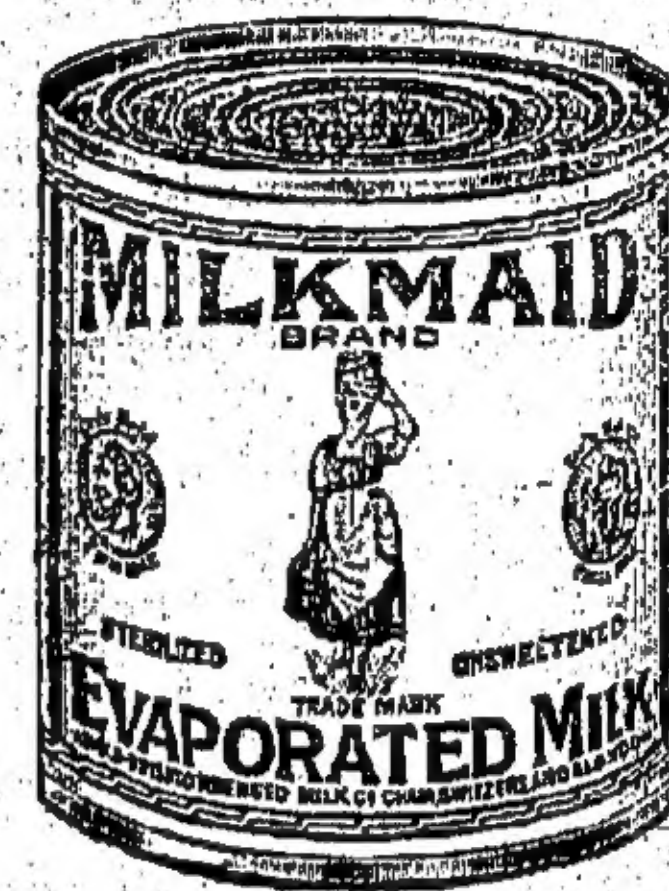
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KOREA	TUESDAY, 22nd Dec., at 1 P.M.
SIBERIA	TUESDAY, 29th Dec., at 1 P.M.

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